

Amendment 1 to PANS-ATM, Doc 4444, 15th Edition – “ICAO 2012”

August 2011



**Federal Aviation
Administration**



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Date presented: July 2011

Agenda

- **Web site updates**

- <http://www.faa.gov/go/fpl2012>
- Draft update to guidance for domestic filers is now ready for review
- The main purpose of this document is to assist domestic filers in understanding which elements of an ICAO flight plan are not essential for domestic-only flights
- Primary change is additional detail on which Field 18 indicators are needed, and when

- **Questions and answers**

- Review some of the questions we have received



Questions since last telcon

- 1. Where should non-standard Field 18 indicators be filed?**
- 2. Can we verify use (or non-use) of EUR/ internationally?**
- 3. Would EUR/PROTECTED be more appropriate in the STS/ indicator?**
- 4. Where are briefings archived for download by users?**
- 5. How should RNP10 and RNP4 be filed during the transition period?**
- 6. Should en route alternates in RALT/ be in any specific order?**
- 7. If a “Z” is entered in item 10a, is information in either COM/, NAV/ and/or DAT/ required?**
- 8. What is the PER/ aircraft performance data specified in PANS-OPS Doc. 8168?**



Q&A (1)

- **Where should non-standard indicators (e.g. RMK/, RFP/) be filed?**
 - The safest place to file these is last, i.e. after RMK/
 - We verified that Eurocontrol can accept field 18 indicators in any order (as can we)
- **Can we verify use of EUR/ internationally?**
 - Last month we stated that we believe EUR/ would not be used
 - That was not completely true; use of EUR/ for PROTECTED is still expected
 - See Eurocontrol web site for rules on use of this; should not affect most users
- **Would STS/ be more appropriate for PROTECTED?**
 - It may be, but STS/ is strictly limited to the items listed in the amendment
 - This is the reason Europe needed to look at use of EUR/-- find places to put special handling no longer permitted in STS/



Q&A (2)

- **Where are briefings archived for download by users?**
 - We archive all briefings on the Amendment 1 web site, <http://www.faa.gov/go/fpl2012>
- **How should RNP10 and RNP4 be filed during the transition period?**
 - If filing in “NEW” format, file PBN/. If filing in “PRESENT” format, file NAV/.
 - It is acceptable to file both PBN/ and NAV/ during transition.



Q&A (3)

- **Should en route alternates in RALT/ be in any specific order?**
 - No order is specified and therefore none is required
 - We can't speak for other ANSPs, but we do not perform any automated processing (so the computer won't care)
 - We recommend filing them in the order encountered along the route, that seems the most operationally useful
- **If a “Z” is entered in item 10a, is information in either COM/, NAV/ and/or DAT/ required?**
 - According to the PANS-ATM, yes.



Q&A (4)

- **What is the PER/ aircraft performance data specified in PANS-OPS Doc. 8168?**

1.3.5 Aircraft categories will be referred to throughout this document by their letter designations as follows:

Category A: less than 169 km/h (91 kt) indicated airspeed (IAS)

Category B: 169 km/h (91 kt) or more but less than 224 km/h (121 kt) IAS

Category C: 224 km/h (121 kt) or more but less than 261 km/h (141 kt) IAS

Category D: 261 km/h (141 kt) or more but less than 307 km/h (166 kt) IAS

Category E: 307 km/h (166 kt) or more but less than 391 km/h (211 kt) IAS

Category H: see 1.3.10, “Helicopters”.



Other guidance

- **Visit the FAA ICAO 2012 website**
 - <http://www.faa.gov/go/fpl2012>
- **Visit the ICAO FITS website**
 - <http://www2.icao.int/en/FITS/Pages/home.aspx>
- **Visit the Asia Pacific Region web site**
 - <http://www.bangkok.icao.int/>
- **Visit the Eurocontrol page for description of their 2012 implementation**
http://www.cfm.europa.int/cfm/public/standard_page/cfm_programmes_fpl_2012_impl_details.html
- **Use this forum or contact the FAA with any questions you have on implementation or testing**
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